

# Freight Mobility Strategic Investment Board

## POLICY ASSISTANCE

**Karen Schmidt**  
*Executive Director*

**P.O. Box 40965**  
**Olympia, WA 98504-0965**

**Telephone:** (360) 586-9695

**FAX:** (360) 586-9700

**Email:**  
schmidk@fmsib.wa.gov

## FMSIB BOARD MEMBERS

**Dan O'Neal**  
*Chairman*

**Dick Marzano**  
*Port of Tacoma*

**Jim Toomey**  
*Port of Pasco*

**Mark Asmundson**  
*City of Bellingham*

**Appointee Pending**  
*City Representative*

**Appointee Pending**  
*County Representative*

**Ross Kelley**  
*Spokane County*

**Andrew Johnsen**  
Governor's Office

**Don Lemmons**  
*Trucking Association*

**Patricia Otley**  
Railroad

**Clifford Benson**  
Steamship Operators

**Doug MacDonald**  
WSDOT

Please visit our website for grant application:  
**[www.fmsib.wa.gov](http://www.fmsib.wa.gov)**



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD



## CALL FOR PROJECTS

### State of Washington Freight Mobility Strategic Investment Program

The mission of the Freight Mobility Strategic Investment Board (FMSIB) is to create a comprehensive and coordinated state program to facilitate freight movement to local, national, and international markets, which enhances trade opportunities. The Board is also charged with finding solutions that lessen the impact of the movement of freight on local communities.

# Freight Mobility Strategic Investment Program

## Funding Outlook

FMSIB is issuing this call to maintain a six-year list of active projects. When the Legislature approved funding for the 2004 FMSIB project list, openings in the current unfunded six-year list were created. There is no funding available at this time to fund the remaining list of projects on our existing list or the new ones that would be added during this call for projects. The Board will request funding for the 2005-07 project list and a dedicated source of funds for the ongoing program needs from the 2005 Legislature. All project funding remains at the discretion of the Legislature. The Board is seeking projects that would be ready for construction funding no earlier than the 2007-09 budget cycle.

## Board Priorities

Projects must directly improve freight movement and/or mitigate freight movement on communities, not be a secondary beneficiary. Studies will not be considered at this time due to the large unmet backlog of freight construction needs. Only fully completed applications will be considered, partially completed applications will be eliminated from consideration. Project sponsors will be asked to attend a juried review conducted by the project selection committee if the project is selected for further consideration after the initial scoring is completed. Statements indicating project benefits for rail, truck or port operations will need to be supported by endorsement letters from the beneficiary freight mode.

## Eligible Lead Agencies

Cities, counties, ports, and WSDOT (facility can be county, city, port and/or state owned).

## Matching Requirements

A 20 percent match is required by statute and higher matches will improve scores. The Board however has not approved a match amount below 50 percent in the last two calls for projects, and the Legislature favors a higher partnership percentage match to state funds in projects.

## Call for Projects

- Call for Projects Initiated June 18, 2004
- Submittals Due August 13, 2004
- Preliminary Selection Early October 2004
- Project Review Late October 2004
- Final List Adoption November 2004

# Project Priority Criteria

## Evaluation Criteria

Initial project evaluation will be made on the following criteria.

<b>Freight Mobility for the Project Area</b>	<b>35 points</b>
Reduce truck, train, or rail car delays	25
Increase capacity for peak truck or train movement	10
<b>Freight Mobility for the Region, State and Nation</b>	<b>35 points</b>
Importance to regional freight system and regional economy	10
Importance to state freight system and state economy	10
Direct access to ports or international border	10
Provide a corridor/system solution	5
<b>General Mobility</b>	<b>25 points</b>
Reduce vehicular traffic delay	10
Reduce queuing and backups	7
Reduce delay from use of alternative railroad crossing	5
Address urban principal arterials	3
<b>Safety</b>	<b>20 points</b>
Reduce railroad crossing accidents	5
Reduce non-railroad crossing accidents	5
Provide emergency vehicle access	5
Close additional related railroad crossings	5
<b>Freight and Economic Value</b>	<b>15 points</b>
Benefit mainline rail operations	5
Access to key employment areas	5
Support faster freight train movements	5
<b>Environment</b>	<b>10 points</b>
Reduce emissions	5
Reduce train whistle noise in crossing vicinity	5
<b>Partnership</b>	<b>25 points</b>
Public sector/Private sector participation	20 max
Critical timing of partner investments	5
<b>Consistency with Regional and State Plans</b>	<b>5 points</b>
Address in regional and/or state-level transportation plan	5
<b>Cost</b>	<b>10 points</b>
Cost-effectiveness	7
Degree to which least-cost alternatives are considered	3
<b>Special Issues</b>	<b>8 points</b>
Address special or unique circumstances	8